

From: Dave Zellers/=TMS/Toyota. Sent: 9/25/2007 10:43 AM.
To: [-] George Morino/=TMS/Toyota.
Cc: [-] .
Bcc: [-] .
Subject: Jane sent it to Bob.

----- Forwarded by Dave Zellers/TMS/Toyota on 09/25/2007 10:40 AM -----

Bob Daly/TMS/Toyota
09/25/2007 09:54 AM
To Dave_Zellers@Toyota.com
cc
Subject What's happening here?

----- Forwarded by Bob Daly/TMS/Toyota on 09/25/2007 09:54 AM -----

Jane Beseda/TMS/Toyota
09/25/2007 09:40 AM
To "Bob Daly" <Bob_Daly@Toyota.com>
cc
Subject Prius

----- Original Message -----

From: Kenzo Nishiwaki
Sent: 09/25/2007 09:09 AM PDT
To: William de Manincor; Michael Collinsworth; Ken Glasser
Cc: Jane Beseda; Mike Reding; George Morino; Kaoru Yamamoto; Hiroaki Sunakawa; Shingo Sasaki; Shigeyuki Tomizuka
Subject: Urgent : NHTSA's question : Prius and other model's AWMF

Hi Bill-san

As I mentioned yesterday, we got detail requests from TMC(J-CQE) on the Prius AWM ECI issue.
We have to answer to TMC(J-CQE) following matters within today in order to meet NHTSA's request.
Please see below E-Mail from J-CQE.

Your quick action would be highly appreciated.

Thanks,
Kenzo Nishiwaki

Kenzo Nishiwaki
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MAIL DROP: E102

----- Forwarded by Kenzo Nishiwaki/TMS/Toyota on 2007/09/25 08:58 -----

Michiteru Kato/HINPO/TMC0@TMC0

2007/09/25 01:37

To Kenzo Nishiwaki/TMS/Toyota@Toyota

cc Shigeyuki Tomizuka/TMS/Toyota@Toyota, Fukunori Ito/E/TMC0@TMC0, Jyunji Ogata/HINPO/TMC0@TMC0, Kota Funato/E/TMC0@TMC0, Shinichiro Ogata/HINPO/TMC0@TMC0, Takezo Oba/HINPO/TMC0@TMC0, Yutaka Atsumi/E/TMC0@TMC0, Masashi Wada/E/TMC0@TMC0

Subject NHTSA's question : Prius and other model's AWFM

TMS-CAD Nishiwaki-san,

Thank you for your great cooperation and support on the ES & Camry AWFM issue.

I'm sorry for sending this email to you directly This kind of email (requests to TMS-CAD) should go through TMC-CADD, but as talking to you on the phone today, this is urgent issue.

As you learned from Mr. Yamamoto of PQSS last Friday, NHTSA has been very curious about the Prius AWFM because they found that there are two part numbers for the Prius AWFM and the earlier mats had a different ridge area near the accelerator pedal.

So they have asked us to provide the following information on the Prius AWFM.

[NHTSA's inquiries]-----

The reason for the design change (source, condition etc.)

The detailed description of the design change

When the design change was made (when the production of the new mat was started)

Sales volume : pre and post change

In addition

If the design change of the Prius AWFM relates to the interference with the accelerator pedal, are there any other vehicle mats that have had changes like the Prius case or similar?

Who was the supplier of older style AWFM? (before TMS started to use the Thermoflex mats, and current Corolla AWFM)

#1 : I have already received the answer to this question from you. So no need to respond.

#2 : Please provide us with the detail of the design changes, if possible, with design drawing or sketch.

#3 : Please ask Thermoflex when they started to produce the new design mats.

#4 : I have data of the sale volume by each model which TMS-CAD gave us early this month. So I will use this data. No need to respond.

#5 : Please confirm whether similar changes have been made on any other vehicle mats.

If yes, please provide us with the detailed information about the changes. (Make, Model, and the same information as 1. through 3. mentioned above)

#6 : I received from Wada-san of TMC-CADD the information on the supplier of the previous style mats used for the ES, IS, Camry, Avalon, Prius.

He said that the supplier was VIAM. So I will give it to NHTSA.

I would like you to provide us with the above information today, Sept. 25.

I'm sorry for the rush, but NHTSA has been waiting for our reply.

Thank you again for your support.

Best regards,

Mitch Kato

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